

**CITY OF SCOTTSDALE TRANSPORTATION COMMISSION
REGULAR MEETING
THURSDAY, JULY 18, 2002
KIVA - City Hall
3939 Drinkwater Boulevard, Scottsdale, AZ 85251**

Present: Vivian Johnson, Chair
David Bentler, Vice-Chair
David Hill
John Rooney
Jeff Schwartz

Absent: Mark Melnychenko

Staff Present: Rose Arballo
Bob Johnson
Michelle Korf
Fran LaPrairie
John Little
Dave Meinhart

Others Present: Mark Gavin, EEC Consultant
Annette Grove, Capital Project Management
Don Hadder, Planning and Development Services
Teresa Huish, Planning and Development Services
Jim Lee, EEC Consultant
Gary Meyer, Parks/Recreation and Facilities

Chairwoman Vivian Johnson called the Regular Meeting to order at 6:05 p.m.

APPROVAL OF MINUTES OF JUNE 20, 2002

VICE-CHAIR BENTLER MOTIONED TO APPROVE THE TRANSPORTATION COMMISSION STUDY SESSION AND REGULAR MEETING MINUTES OF JUNE 20, 2002. COMMISSIONER SCHWARTZ SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 6-0.

ITEMS FROM THE FLOOR

None.

STATE LAND APPLICATION UPDATE

Ms. Huish provided a brief update on the State Land Application, which encompasses 16,600 acres in the city's Arizona preserve initiative application. Last summer, the State Land Commissioner designated approximately 13,000 acres for conservation and 3,500 acres was still allowable for potential development.

The State Land Department and the city have been working together on the 3,500 acres to make sure there are appropriate land uses in the appropriate locations for the area and that the 13,000 acres of open space are reflected on the current land use plan.

Feedback received from citizens at the public meetings held in March, April, and May reflects that Scottsdale citizens want this land preserved, want to remove two areas of commercial designation from the land use map, and want to have the Lone Mountain extension removed.

Ms. Huish stated that this issue has been a collaborative effort with the Preservation Department, the Planning Department and the State Land Department in an attempt to develop something that is reasonable and appropriate. The Planning Commission will seek public input in August and September in order for this issue to go before the City Council in October.

PRINCESS DRIVE: Hayden to 82nd Street

Mr. Little explained that the Commission will take public testimony and can take action to approve staff's recommendation for alignment, modify and create a motion to identify a different alignment, or can continue the item. He explained that the Transportation Commission recommendation will be shared with the Planning Commission recommendation as the case moves forward to the City Council for their consideration.

Mr. Brown gave a presentation outlining the issues involved in the Princess Drive extension and asked the Commission to recommend approval of a four lane Princess Drive connection from 82nd Street to Hayden Road aligning with the existing Princess Drive on the east and the west.

Mr. Brown discussed the following issues:

- Where will trips divert to if there is no Princess Drive alignment?
 - It was indicated that drivers could use the Loop 101 frontage road to go south; go on Princess to Perimeter Drive and the Perimeter Center; take 82nd Street to Bell Road, then to Hayden; or drivers could go north on 82nd Street to Union Hills.
- Year 2020 modeling
 - Modeling of traffic volumes for the year 2020 was done on three different alternatives:
 1. With Princess Drive and Union Hills: The freeway will have 136,000 vehicles per day and the concerned area of Princess Drive will have 10,000 vehicles per day.
 2. With Princess Drive and without Union Hills: Volumes on Princess Drive increase from 10,000 to 16,000.
 3. Without Princess Drive and without Union Hills: Traffic volumes on Bell Road increase to the range of 27,000 to 31,000. Pima Road remains in the 45,000 to 50,000 range.
- Future volumes of the freeway and how it affects the freeway
 - It is projected that the freeway will operate at a level of service F by the year 2020, which will result in drivers looking for alternative routes.
- Future operations of the Pima/Princess interchange
 - A large increase in traffic volume will develop southbound on Pima Road to get on the freeway. This will result in drivers being diverted to Princess Drive in an attempt to seek another route.
- East/west connection of Union Hills
 - Construction for Union Hills is at an estimated cost of \$11 million, which is currently not funded.
 - There are large flood basins on the north side of the freeway.
 - If frontage roads are developed along the freeway, overpass take off points will need to be further north and south, thus raising the height of the Union Hills overpass, which will result in parcel access issues.
- If Princess Drive is connected to Hayden Road, how can through trips be prevented from occurring through a private neighborhood?
 - A way of doing this is to design the intersection with an offset versus an aligned intersection. Mr. Brown described two aligned four-way intersection diverter concepts that may be used to prevent cars from going through the Princess neighborhood. Examples of Phoenix and Tempe four-way diverter intersections in use to prevent through trips were presented.
- Park along the connection
 - A couple concerns that have arisen with the park are how to access from Princess and the concern for pedestrian safety. Park access will only be at one point with aligned north and south access. There will be an at grade pedestrian overpass with Princess depressed under it. Pedestrians will be channelized to this crossing by fencing and other means.

- Estimated road costs
 - The road cost for Princess Drive from 82nd Street to Hayden is estimated at \$1 million.

Due to Vice-Chair Bentler's concern with children running into the street, etc., he asked for more information regarding the buffer between the park and the road. Mr. Meyer stated that the parks design includes terrace walls with the depressed roadway. These walls will act as a barrier to encourage people to use the overpass rather than running down and tripping over walls. The bridge ties together with the primary activity centers, neighborhood park amenities, fields and concession areas.

Commissioner Schwartz questioned if other alternatives have been considered as far as how the park layouts work in the event Princess Drive was aligned differently. Due to the right-of-way, Mr. Meyer stated that the current alignment has been shown in the public meetings that have been conducted since two years ago.

Commissioner Rooney asked which form of device would be used to divert traffic from entering the private neighborhood if the Commission were inclined to align Princess Drive. Mr. Little assured Commissioner Rooney that if the Commission made a decision to align Princess Drive, staff's intention is to make sure there are devices in place that would preclude any driver option from entering the private road. Staff will work with the concerned residents to come up with the best possible design that is agreeable with the neighborhood for traffic and safety.

Chairwoman Vivian Johnson opened the floor for citizen comments:

Jack Haslup, 1732 North 77th Way, Scottsdale, AZ 85255

Is in favor of the "NO connection" option and deferred his time to speak to Ray Torres.

Ray Torres, 17369 North 77th Street, Scottsdale, AZ 85265

Mr. Torres who represents the Scottsdale Princess Community Association (SPCA) gave a brief presentation presented by the SPCA Traffic Committee on the CAP Basin Park/Princess Drive issue. He provided a background on the SPCA Traffic Committee; discussed why the committee approves the "NO connection" option and discussed that the Lee Engineering Study raises questions; and explained there are a number of supporters in favor of the "NO connection" road on bisecting the 71-acre proposed CAP basin park.

Residents feel that the proposed four-lane road bisecting the park is costly and feel that the \$1.5 million can be used on other projects rather than on the ¼ mile of roadway on Princess Drive. The SPCA believes the Lee Engineering Study has provided incomplete traffic volume data and the study needs to have more analysis done in the immediate area.

The SPCA also raised questions regarding parking during the Phoenix Open and questioned if a parking analysis was conducted in order to determine what impacts will exist during this event. Mr. Torres indicated that the SPCA has requested that residents want more amenities for the neighborhood, additional parking for the TCP, and better recreational use and requested that the Parks and Recreation Department provide an alternative design without a road to see what the park would look like. To date, no alternative design has been presented.

The SPCA believes there are many questions that need to be raised before a decision can be made on spending over \$1 million on ¼ mile of roadway, therefore, the "NO connection" is supported by residents and various organizations and associations.

Betty Drake, 8003 East Del Tornosol, Scottsdale, AZ 85258

Indicated she has served as a consultant to the Princess communities since 1983. Expressed her concern that there was no option shown on the staff presentation of Union Hills Road without a Princess Drive connection. She believes that Princess Drive cannot be used as a bypass if the level of service is F on the southbound Loop 101. Princess Drive gets drivers to Hayden and Frank Lloyd Wright, which is very congested.

Also expressed her concern with pedestrian safety and believes that the idea of a pedestrian bridge at grade is good, but feels it is not the answer. She feels that people will cross through the at grade parking access and will go down to the diverter areas to cross.

Ms. Drake is in favor of the "NO connection" option and recommends that more study be made on this alternative.

T.L. Wells, 17211 North 79th Street, Scottsdale, AZ 85255

Is in favor of the "NO connection" option due to an incomplete study made on the activity of traffic in the concerned area during the Phoenix Open. He indicated that residents feel that based on the constraints given by demands of park goers, soccer users and cars that need to be parked during the Phoenix Open do not provide a park for area residents to use.

John Pye, 7575 East Princess Drive, Scottsdale, AZ 85255

As a resident and business leader of the Princess community, expressed his concerns on the access to the community and safety issue. He is also in favor of the "NO connection" option of Princess Drive through the park.

Fred Ligerman, 7902 East Campo Bello, Scottsdale, AZ

Mr. Ligerman did not wish to speak, but submitted a comment card showing that he is in favor of the "NO connection" option.

Chairwoman Johnson commented that she feels there should be a continuance of this agenda item as it appears there is a dispute on the analysis of this issue. She then asked the Commissioners for their comments.

Commissioner Hill asked for a timeline of the park and road construction if the Commission voted yes to staff's recommendation. Mr. Meyer stated that construction would begin by February 2004 if the schedule of a public hearing process in the Fall, and going before the Planning Commission, City Council and Parks and Recreation Commission is met. An effort for this issue to be presented to the Development Review Board in the Spring will need to be made in order for construction to begin by February 2004. Mr. Meyer stated that if the February 2004 construction date is not met will delay the project one year. Commissioner Hill concurs with Chairwoman Johnson that this item be a continuance.

Commissioner Schwartz questioned Ms. Drake (resident of the Princess community) about the gatehouses on Princess. Ms. Drake indicated that the guardhouses were built in January 1986 when Princess Drive in the identified area was a private road. As development occurred, the city asked that the community dedicate the road back to the city as a public street and take down the guard houses until such time that an east/west connection got built.

Commissioner Schwartz expressed his concern regarding bike lanes through Princess Drive. Mr. Brown stated that the city's standard for a minor arterial four-lane highway is to have a four-foot striped marked bike lane on each side of the roadway.

Commissioner Schwartz also questioned if citizens from the Stonebrook neighborhood and Perimeter Center were aware of this issue and if they had any comments. Mr. Meinhardt stated that the city works with a contact from the Perimeter Center on various projects and does not recall having specific comments or concerns raised by representatives of the Perimeter Center when staff conducted the public process for the Hayden Road project.

With regards to Phoenix Open, Commissioner Schwartz asked if any comments have been received from the Thunderbirds regarding the alignment of Princess Drive, the connection of the road, or the park system. Mr. Meinhardt stated that Parks and Recreation Department staff have been working closely with the Thunderbirds and designers for the park plan and have developed a parking concept that meets the Thunderbirds' requirements. Mr. Meyer concurred.

Commissioner Schwartz believes it is important to regionally connect Pima Road to Hayden and asked of the possibility of developing other options that would design a park that can accommodate the needs of the community and the TPC. Mr. Meyer indicated that there is a possibility of designing around other alignments. Mr. Gavin, park designer with EEC, added that more time is needed to design alternative alignments, which would result in not meeting the deadline for the September Parks and Recreation Commission meeting.

After much discussion, Commissioner Schwartz recommended that other various options be presented to the Transportation Commission in an effort to solve this issue.

Commissioner Gilliland believes the connection of Pima Road with Hayden is critical. He feels it is imperative for the workings of the traffic interchange with the Loop 101 and Hayden Road in the future. Commissioner Gilliland believes staff will work on the best solution for each of the concerned issues raised with traffic, noise, the safety of the park, and the loss of parking in the identified area. Therefore, he is in favor of staff's recommendation of a four-lane Princess Drive connection from 82nd Street to Hayden Road, aligning with existing Princess Drive on the east and on the west.

With regard to the Lee Engineering Study, Vice-Chair Bentler questioned the speed limit and asked what kind of effect would take place if the roadway were two lanes with wide bike lanes instead of four. Mr. Lee of EEC Consulting stated that they are predicting traffic volume to be in the teens in the year 2020. A two-lane roadway can handle 15,000 cars per day and a four-lane roadway can handle 30,000-35,000 cars per day. After reviewing the issue related to driveway interaction with the parking lots for the park, the consultant recommends that this section of roadway should be four lanes with the necessary aligning on Princess Drive. With regard to the consultant's recommendation, they are also relying on the MAG model, as it is dependent on correct and use assumptions in the area. Mr. Lee mentioned that when looking at the opportunity error and the fact that Union Hills may not go through, the MAG model might possibly be under predicting the development that is currently expected. Therefore, the consultant feels there might be other considerations, but at this time the recommendation is that the four lanes on this section of roadway is necessary.

Commissioner Rooney commented that he cannot justify solving the city's traffic issues by diverting traffic through a residential neighborhood and believes there are other options that could be developed. He believes that putting traffic through the Princess community will burden what is a private road that is not designated for traffic. Commissioner Rooney also expressed his concern with pedestrian safety and the road going through the park.

Mr. Little explained that the Transportation Commission's action is advisory only and their recommendation will go before the Parks and Recreation Commission in September. The Parks and Recreation Commission will also provide their recommendation, which will also be advisory. Under the ordinance, the Transportation Commission does not have the authority to delay something from going forward.

COMMISSIONER SCHWARTZ MOTIONED THAT THIS CASE CONTINUE FOR 60 DAYS AT WHICH TIME THE LEADERS OF THE COMMUNITY CAN GET TOGETHER WITH STAFF AND THE TRANSPORTATION DEPARTMENT AND PARKS AND RECREATION DEPARTMENT TO RESOLVE AND DEVELOP OTHER OPTIONS THAT WOULD ALLOW THE CONNECTION OF PIMA TO HAYDEN WITH OTHER ALIGNMENT ALTERNATIVES. COMMISSIONER ROONEY SECONDED THE MOTION.

Mr. Little asked for clarification of the 60 days. Chairwoman Johnson and Commissioner Schwartz explained that since there is a joint meeting scheduled in August with the Transportation and Parks and Recreation Commissions, they would like to see the possibility of obtaining further information on this issue.

Mr. Little explained that the tentative agenda for the joint meeting is to discuss trails, master plan, and road cross-sections in rural areas. Transportation staff will pursue this request to possibly expand the agenda for the joint meeting to include a discussion of this road alignment issue.

Chairwoman Johnson then asked Commissioner Rooney to amend the motion.

COMMISSIONER ROONEY MOVED TO REJECT THE ROAD ALIGNMENT OF PRINCESS DRIVE BETWEEN 82ND STREET AND HAYDEN AS CURRENTLY PRESENTED TO THE COMMISSION AND FORWARD THAT RECOMMENDATION TO THE PARKS AND RECREATION COMMISSION. COMMISSIONER SCWARTZ ACCEPTED THE AMENDMENT AND SECONDED THE MOTION. THE

MOTION PASSED WITH A MAJORITY VOTE OF 5-1. (COMMISSIONER GILLILAND OPPOSED THE MOTION.)

HAYDEN ROAD: CACTUS TO REDFIELD

Mr. Johnson gave a presentation asking the Commission to approve the Hayden Road: Cactus to Redfield project to provide traffic safety enhancements in the Hayden Road corridor and to increase traffic flow through improvements to key intersections with the project alignment.

Mr. Johnson provided an overview of the proposed Hayden Road improvements that include:

1. Removal of dip, eastbound to southbound right turn lane, dual northbound to westbound left turn lanes at Redfield and Hayden.
2. Northbound Hayden to eastbound Thunderbird right turn lane.
3. Northbound Hayden to eastbound Voltair right turn lane.
4. Northbound Hayden to eastbound Sutton right turn lane.
5. Southbound Hayden to westbound Sutton left turn lane.
6. Northbound Hayden to eastbound Larkspur right turn lane and southbound Hayden to westbound Larkspur right turn lane.
7. Dedicated right lanes all four directions, dual left turn lanes on Hayden, and single left turn lanes on Cactus.
8. Cover existing concrete channel, add eight-foot sidewalk east side and landscape from Cactus to Thunderbird.
9. Add center left turn lane Sweetwater to Thunderbird.
10. Install landscaped medians from Cactus to Sweetwater.

Mr. Johnson stated that a public process has been conducted consisting of three community zone meetings, newsletters, and a survey. The survey resulted in 129 responses that showed:

- 89 do and 25 do not consider safety an issue for the identified roadway.
- 68 do and 46 do not feel it is important that the channel be covered and landscaped.
- Regarding the west side property owners survey: 0 do and 10 do not feel there should be a raised landscaped median.
- Results as to where the roadway should be widened were 0 responses to the west and 10 responses to the east.
- Regarding the east side property owners survey, results as to where the roadway should be widened were 7 responses to the west and 5 responses to the east.
- 12 responses stated it is important that the channel be covered and landscaped; 0 responses stated it is not.
- The May 23, 2002 Zone meeting resulted in no one being against widening to the east. More than 20 property owners were in attendance at this meeting and favored staff's recommendation.

Mr. Johnson stated that staff anticipates to complete the Design Concept Report for this project in 2002, final design improvements in 2003, and construction of this project during 2004-2005.

Chairwoman Johnson questioned if it is possible to widen the road to six lanes in the future (if necessary) with the installed medians. Mr. Johnson stated it is staff's projection that the road will never have to be widened to three lanes in each direction. If for some reason, three lanes in each direction need to be developed, the city will probably need to obtain right-of-way from the west side from Cactus to Sweetwater and Sweetwater to Thunderbird.

Commissioner Gilliland questioned the right turn lanes and asked if the consultant conducted a traffic analysis to determine a need for turn lanes. He also questioned if the traffic analysis was balanced with availability of right-of-way and cost and ease of adding turn lanes. Mr. Johnson stated that right turn lanes may be an added feature. Mr. Meinhart added that the consultant team did conduct turning movement counts at the various intersections.

Chairwoman Johnson opened the floor for citizen comments:

The following speakers are not in favor of the Hayden Road: Cactus to Redfield project:

David Barnett, 13202 North 76th Place, Scottsdale, AZ 85260

Expressed his concerns in that there are 25 different access points into Hayden Road between Sweetwater and Thunderbird that results in major congestion and trash in the area. He also commented that no types of structures or markers have been included in staff's recommendation to advise drivers that they are transitioning from a residential area to a commercial area.

George Caramanna, 13430 North 80th Place, Scottsdale, AZ 85260

Expressed his concerns in that there are no provisions for amenities in the area similar to the properties south of Shea and Hayden and that there is minimal landscaping and artwork. He suggested that bike lanes be installed and that some additional options, along with rubberized asphalt be provided to reduce any increased noise pollution.

The following citizens are in favor of staff's recommendation:

Johanna Donnenfield, 8014 East Davenport Drive, Scottsdale, AZ 85260

Did not speak, but submitted a comment card stating she is in favor of this agenda item because (1) The ditch does not reflect the standards of the surrounding community, e.g., no sidewalks, no bike paths, no landscaping; (2) Safety, i.e., need a left turn lane for access to homes and subdivisions; and (3) Access—There is no way to walk or bike on Hayden to get to school, the Cactus Park, the Jewish Center, etc.; and (4) in an attempt to increase property values.

Larry Donnenfield, 8014 East Davenport Drive, Scottsdale, AZ 85260

Expressed his concern with safety and stated that covering the ditch will provide more safety for turning vehicles and pedestrians coming out of the east side of Hayden. He commented that landscaping and more amenities on Hayden is needed to protect property values.

Daniel Erlandson, 13208 North Hayden Road, Scottsdale, AZ 85260

Commented he resides in the concerned area of Hayden Road. He stated that if the Commission votes in favor of staff recommendation, he will be one of the residents to benefit from this project. He feels that this project will eliminate the drainage channel blight and the safety issues in connection with this channel. He believes that the next phases of these projects will result in increased landscaping. In response to Commissioner Rooney's question regarding having or not having a frontage road on Hayden, Mr. Erlandson stated he is comfortable with the safety aspects of not having a frontage road.

Vice-Chair Bentler commented he is in favor of staff's recommendation and asked for more information regarding the bike lanes and landscape. He also asked if the city routinely includes in the design process an attempt to reduce the amount of access as they increase street sections. Mr. Johnson stated that this segment of Hayden Road was designated on the General Plan to have bike lanes since there are no north or south connections. Transportation Department staff determined to do a bike route, which would consist of 14 foot wide outside lanes to accommodate bike riders. In regard to landscaping, once the alignment is approved, staff will take the issue to the Development Review Board for landscaping back of curb or in the medians. As plans are developed, the neighborhood will be involved with the landscaping on how it might evolve as the final design process is moved forward. In regards to access, Mr. Johnson stated he does not recall an instance where the city has asked residential property owners to reduce their driveway

entrances. Mr. Meinhart concurred with Mr. Johnson's comments and stated that the concern regarding artwork has been considered for the Airpark area and ensured the Commission that staff will make sure it gets incorporated into the final design process.

Commissioner Schwartz expressed his concern on this issue and commented that staff's recommendation solves 95% of the issue and is missing one element. He believes the proposal is failing to look at another alternative to allow a safe frontage road to allow easy access and make it safe for pedestrians on Hayden. Therefore, Commissioner Schwartz does not support staff's recommendation as presented.

Commissioner Hill commended staff on this project and is in favor of staff's recommendation.

Chairwoman Johnson commented that it is difficult for her to support any proposition that does not include future growth. If the road is currently two lanes, and traffic gets to the F stage on the Loop 101, this will not provide an ability to widen the roadway. Residents will not be able to get out of their driveway due to congestion.

COMMISSIONER HILL MOTIONED THAT THE TRANSPORTATION COMMISSION ACCEPT STAFF'S RECOMMENDATION TO (A) WIDEN HAYDEN ROAD TO THE EAST WITH COVERING OF THE EXISTING CHANNEL FROM CACTUS TO THUNDERBIRD ROAD WITH ASSOCIATED INTERSECTION IMPROVEMENTS; (B) INSTALL NEW TURN LANES AT HAYDEN AND REDFIELD ROADS; (C) INSTALL NEW TURN LANES AT HAYDEN AND CACTUS ROADS; AND (D) UTILIZE RUBBERIZED ASPHALT TO MINIMIZE ROADWAY NOISE. VICE-CHAIR BENTLER SECONDED THE MOTION, WHICH PASSED WITH A MAJORITY VOTE OF 4-2. COMMISSIONER SCHWARTZ AND CHAIRWOMAN JOHNSON OPPOSED THE MOTION.

COMMISSIONER ANNOUNCEMENTS

The Commission extended their congratulations to Mr. Little on his upcoming nuptials.

Chairwoman Johnson thanked the community for providing their input.

GENERAL MANAGER ANNOUNCEMENTS

Mr. Little encouraged the Commission to view a special program called "Dangerous X-ings" on the Discovery Channel on July 24. This segment will provide an overview of roadway safety, dangerous intersections in the United States, and will feature the city of Scottsdale as one of the communities for doing things correctly. Interest was expressed on the city's innovations in lagging left turns and experience on how the physical intersection design can contribute to roadway safety.

ADJOURNMENT

VICE-CHAIR BENTLER MOTIONED TO ADJOURN THE TRANSPORTATION COMMISSION REGULAR MEETING AT 8:32 P.M. COMMISSIONER SCWARTZ SECONDED THE MOTION, WHICH PASSED UNANIMOUSLY 6-0

Respectfully submitted,

Rose Arballo
Recording Secretary